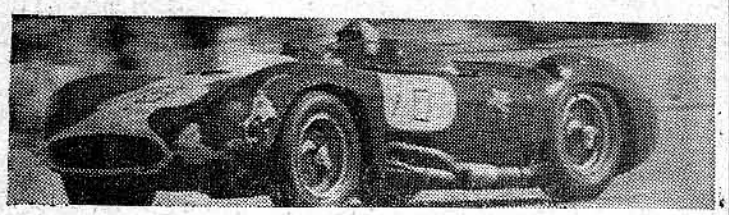
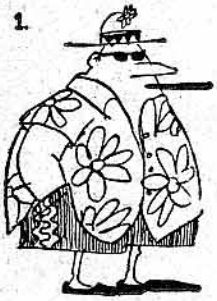


SHELBY (5.7 MASER) SCORES AT PALM SPRINGS

PIT TYPES by STAN MOTT

1.



PALM SPRINGER

2.

MYTH REVEALED

3.

CHAMPION DRIVER

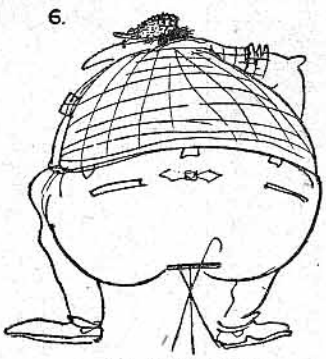
4.

HUSBAND WATCHING WIFE DRIVE IN LADIES' RACE

5.

PIT PET

6.



BIG ENTHUSIAST

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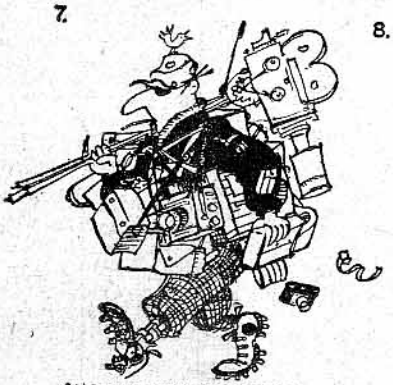


AMATEUR PHOTOGRAPHER

8.

PRO

STAN MOTT

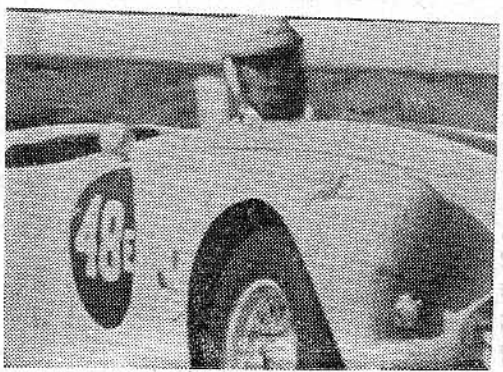
MOTOR RACING

NOV. 14-21, 1958

Vol. 4—No. 3 Culver City, Calif. Price 15c CHEAP

(Published Bi-Weekly except last issue of calendar year)

Reventlow Winner



GORDON CROWDER

By TOM WILSON

Motoracing Staff Correspondent

MONTEREY, Calif., Nov. 9.—A number of accidents and injuries to drivers and spectators, the most seriously suffered by Gordon Crowder, 38, Claremont, marred the California Sports Car Club's 1st staging of the Laguna Seca road races over this dangerous 1.9 mile course. (See story on Page 1 for report on injured drivers and spectators.)

The feature for big-bore modifieds was won by Lance Reventlow who led from flagfall to finish. The big Scarab took the

(Continued on Page 3)

Auto Show Opens

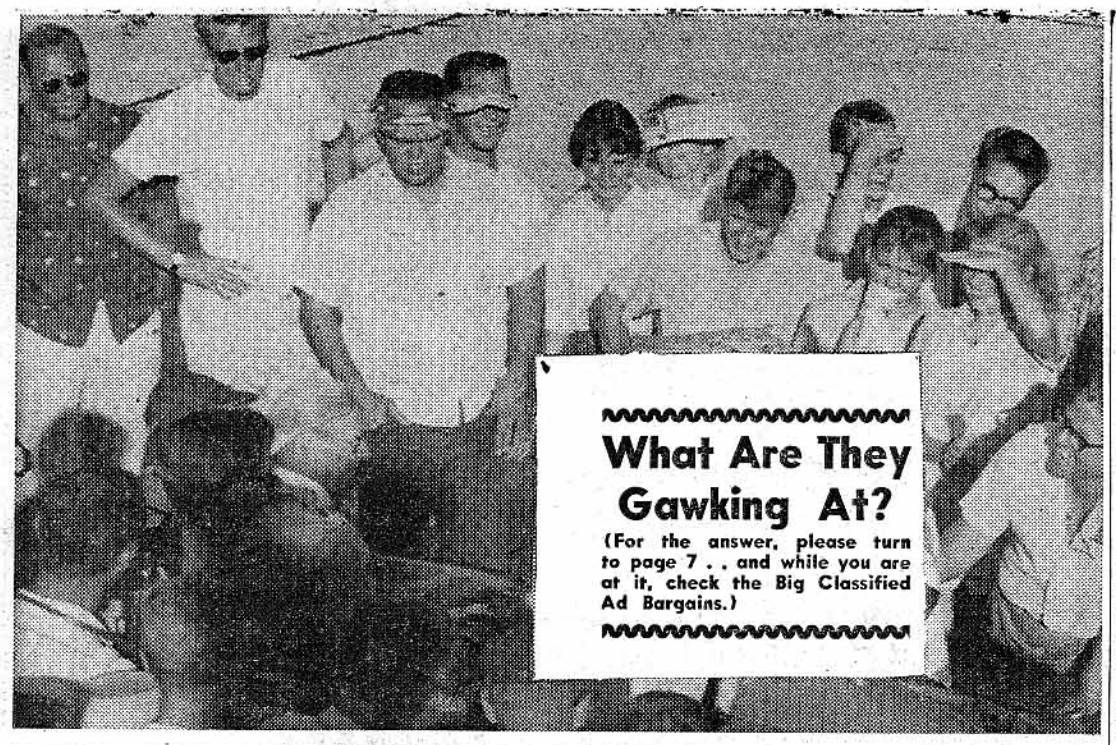
Imported cars will be mixed with the Detroit behemoths at the 10-day 36th International Auto Show opening Friday (Nov. 14) at the Pan-Pacific Auditorium.

Reigning as queen over the show will be Sheri Rice, 17, of Pasadena, blonde and pretty. She stands 5' 5" and measures 34-24-34.

The Auto Show's theme is "Motoring's Global Pageant—1959, The Year The Future Arrived."

MOTOR RACING

Vol. 4—No. 3—Culver City, Calif. Nov. 14-21, 1958
(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap



What Are They Gawking At?

(For the answer, please turn to page 7 . . and while you are at it, check the Big Classified Ad Bargains.)

FIELD GUNS FOR SCARABS

Shelby, McAfee Win at Palm Springs

By W. R. C. SHEDENHELM
MOTORACING Staff Correspondent

PALM SPRINGS, Nov. 2 — Carroll Shelby blasted Temple Buell's 5.7 liter Maserati around the 2.4-mile course to lead the "Exhibition Race of Champions" from start to finish in the 15th running of the Palm Springs road races at the local airport. Max Balchowsky, in the "Ole Yeller" Buick Spl., held an easy 2nd for the 20-lap event but was never a serious threat to Shelby's lead.

The winner averaged 72.4 mph.

Third spot changed hands 4 times as Bill Love's Ferrari Corvette went into the pits after 2 laps, RRR's Bill Hitchcock's Lincoln Special went out after 6 more laps and RRR's Bob Murphy's Lincoln Special blew a tire after holding 3rd for 7 laps.

Windhorst Moves

Starting in 7th, Bob Windhorst in his production Austin-Healey had slowly been moving through the pack as the big specials dropped out ahead until he was

Charts Pg. 4, Summ. Pg. 3

in 3rd place 2 laps from the finish. Love, back in the race after several pit stops took 4th, almost a minute behind Windhorst.

The amateur main event for all classes of modified cars was Jack McAfee's race from the start, with Dick Morgensen's 3.0 Ferarri following McAfee's Porsche RS Spyder across the line, 3 seconds back.

Connors vs. Playan

The big battle of the race was for 3rd spot again, with Joe Playan's Porsche RS and Jim Connor's 3.5 Ferrari changing position 5 times during the 20 laps

(Continued on Page 7)

In the News

GURNEY ON TOP

Following are the USAC Road Racing Division point standings after races at Lime Rock, Marlboro and Riverside.

1-Dan Gurney, 616; 2-George Constantine, 542; 3-Bruce Kessler, 499; 4-Bill Rutan, 425; and 5 Victor Meinhardt, 402.

6 Charles Daigh, 400; 7-Joakim Bonnier, 370; 8-Allen Markelson, 359; 9- Bill Krause, 280; 10 Robert Kuhn, 268 and 11-Jean Behra, 240.

12-Richie Ginther, 200; 13-Roy Salvadori, 160; 14-Bob Said, 157; 15-Ray Saidel, 153.5 and 16-Art Bunker, 120.

17 - Max Balchowsky, 120; 18-Phil Hill, 111; 19-Bill Pollack, 100 and 20-Ken Miles, 80.

☆ ☆ ☆

HUDSON CLEARED

Skip Hudson's Corvette, protested at the Oct. 12 Riverside races by Andy Porterfield, was torn down by the Cal Club contest board and found to be completely stock in very respect. The protest was disallowed.

(Continued on Page 3)

Top Drivers Go at Nassau

NASSAU, Bahamas, Nov. 12.—The word out on this sun-kissed tropical paradise for Bahamas Speed Week, Nov. 29-Dec. 8, is "Beat Daigh and Reventlow."

The reference, of course, is to Chuck Daigh and Lance Reventlow, whose last 2 outings in the powerful Chevy-Scarabs have

SEE ENTRIES, PAGE 7

netted victories in the 200-mi. Riverside Grand Prix and the Laguna Seca race last weekend.

Daigh won at Riverside, with Lance home first in the other race.

Now a distinct threat to all of the Ferraris, Maseratis and other foreign machines, the Reventlow Scarabs, making one of the most spectacular surges in the history of American sports car

(Continued on Page 7)

Crowder Casualty

MONTEREY, Calif., Nov. 11 — At presstime, Gordon Crowder, 38, of Claremont, one of the most popular drivers on the Coast and 1959 candidate for regional exec of LA SCCA, was still unconscious and in critical condition at Monterey Hospital.

He was injured last Sunday when his AC Bristol flipped in the big car production race of the Cal Club's Laguna Seca program.

An engineer in secret government work, Crowder suffered severe head, chest, arm, leg and facial injuries.

MANY INJURED

The CSCC race took a fierce toll, as 5 other drivers and 3 spectators were injured.

Also seriously injured was Gelbert Brown, San Francisco, Mercedes-Benz. Minor injuries were

Charts Pg. 4, Sum. Next Issue

suffered by Andy Nielsen, 31; Chuck Lowry, Los Angeles; Eugene Smith, Danville, Calif., and Claude Maurel.

Spectators who suffered head and back injuries were Bill

(Continued on Page 7)

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Vignettes

★ Lance's Side of it
★ Geo. Cary's Pals
★ Salvos at USAC

By Gus V. Vignolle

SINCE VESTED authority has never drawn 3 lusty huzzahs from me and because, by nature, I have always been a rebel, it is with great pleasure that **Lance Reventlow's** side of the famous Riverside Riposte is offered.

Everybody has heard and read the views of the USAC officials. Now this is Lance's side of it:

The prang with **von Neumann's** Ferrari caused the leak in the Chevy-Scarab's fuel tank, but the officials did not see it. **Harold Daigh** of the Reventlow pit crew flagged him in.

Lance went over to see von Neumann. When he returned, the leak had been repaired. At this juncture he was 5 laps in arrears. He was pushed to the fueling area. No petrol was escaping. A USAC official made no mention of the gas. All he

(Continued on Page 3)

From Standpoint of Spectators:

The Burial for Amateur Sports Car Racing

T. ROBERT WHITE, M.D.
P. O. BOX 243
REDLANDS, CALIFORNIA

November 11, 1958

MOTORACING
P O. Box 1127
Culver City, Calif.
Attn: Gus V. Vignolle

Dear Gus:

Enclosed is a copy of my Newsletter (circ. 60) dealing with the Palm Springs debacle. Thought it might interest you, don't bother to return it, just file in the circular file.

What happened certainly bears out what you've been saying all along.

Keep the old pump in good shape, we need you.

Cheerio
Doc

FIFTH ISSUE
B & B INTERNATIONAL
RACE TEAM NEWSLETTER
November 11, 1958

c/o D. J. Acheson,
P. O. Box 243
Redlands, California.

The 15th running of the Palm Springs Road Races Nov. 1-2 was an historical event. Appropriately enough it occurred at the birthplace of amateur sports car racing in the West. The event was the death of simonpure amateur sports car racing as a spectator sport. There were less than a thousand paid admissions to an event which usually draws 10 to 15,000 (in spite of the fact that a Moretti coupe was given away as a door prize).

The promotor, George Cary, obviously lost a pile of jack for his sponsor and I think it is the promotors who will force the pro-amateur issue since after the tremendous success of Riverside and the resounding flop of Palm Springs, there will be remarkably few who will put up any money to sponsor a strictly amateur race.

Several things are evident: One— the public will pay admission to see a well advertised race between Big Name Drivers, pro or amateur; Two— the public will NOT pay to see Joe Doaks or Doc White drive his MG or TR around the track; and Three — they will NOT pay to see an "Exhibition Race" by Name Drivers, they want the real McCoy, Name Drivers competing for real prizes.

ALSO, the Name Drivers are sufficiently browned-off at SCCA over their disqualifications following Riverside, that only TWO of those advertised as running showed up at Palm Springs even though they must have been offered "appearance money." These were Carroll Shelby (as a personal favor to his friend George) and Max Balchowsky (who loves to race anywhere, anytime). The following did NOT show: Johnny von Neumann, Richie Ginther,, Bill Krause, Dan Gurney, Lance Reventlow, Phil Hill, Chuck Daigh, to mention a few. Even the USAC drivers stayed away in droves. The only way they could get any drivers for their exhibition was to ask the poor struggling Triple "R" boys to come in their ancient Specials.

Oh, it was a Great Race! "Shel" in Temple Buell's 5.7 Maserati half a lap ahead of Max in "Old Yaller" and BOTH of them THREE laps ahead of the next car, an Austin-Healy driven by Bob Windhorst (famous name?) and he a lap ahead of Bill Love in a Corvette Ferrari, then came the poor tired "Ford Tractor" and "Lincoln" Specials and a Berkeley!

On the amateur side there were some good races, several ding-dong battles and a lot of fun — but nobody came to see . . .

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

It has nothing to do with sports cars, but did you hear about the two flies walking along on the ceiling.

"Hey," said of them, "what kind of a sandwich is that you're eating?"

"Peanut butter," said the other.

"Ugh! I can't stand peanut butter. It sticks to the bottom of my mouth."

Pit Falls

How about the driver in the pits Sunday morning who was drinking Bloody Marys without tomato juice?

Rascality

Well, well, the good old Swamp in the Desert lived up to our many expectations, as we well knew it would. The motel where we stayed had stated a price of $12.50 over the phone, then tried to charge $15 when we got there. Our friends at the motel across the highway had been told their room would be $14.50 and got stuck for $18.50 when they paid up.

We tried to call our friends at the motel a little after midnight Sunday and were told by the answering service that the motel did not take calls after midnight. As calls go through the motel switchboard, we suppose this means that you can't call out either, which could be pretty amusing if you needed a doctor in a hurry.

But, then, maybe Palm Springs doctors don't take calls after midnight, either. Well, anyway, we told the phone girl that the matter was quite important, and we'd like to speak to the manager then.

"I'm sure the manager would not want to be disturbed at this hour," we were told before the phone was hung up in our ear. An innkeeper who will not let his paying guests receive phone calls would be drummed out of any normal city, but, then, this is Palm Springs, where poor service and bad manners are considered a prime necessity in the saloon, restaurant and lodgings businesses.

Buffoonary

Oh, by the way, speaking of the businessmen of Yahoo Springs, we understand that they were not too highly amused at the last column, wherein we mentioned a few of the more obvious failings of their sand-swept town. One man, we are told, indignantly protested that we shouldn't have made our moralistic remarks, because "when people go to a resort, they expect to get gypped." Like, maybe, it's a cherished part of the America tradition. While this belief does seem to be the underlying principal of the tourist businesses in Nouveau Riche Springs, we cannot agree that it is essential to running a pleasure resort.

While you generally DO pay higher prices at a resort, you expect in return certain comforts, prompt and pleasant service and a lack of arrogantly flagrant check padding. Palm-Out Springs, to the contrary, seems to be predicated on the belief that the paying customer has neither the taste nor the judgement to know good service and good manner from bad.

Obviously most of them have not or the whole unpleasant place would soon be as empty of life and as filled with drifting sand as it so righly deserves.

Lucky Devil

Say, did you hear about the sports car driver who drove to Las Vegas in a $6,000 A. C. Bristol and was so lucky shooting craps that he came back in a $50,000 Greyhound bus?

The Springs Again

One of the restaurants we went to in Palm Springs was so badly managed that you can't even get the same kind of soup du jour two days in a row.

MOTORACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at:
8862 Westwood Blvd.
Culver City, Calif.
HOllywood 4-1557
For the Classified Advertising Department only: 4041 Marlton Ave., Room 208, L. A. 8; or phone AXminster 2-0287. Ask for Joyce.

Gus V. Vignolle ..... Editor and Publisher
W. R. C. Shedenhelm ..... Advertising
June Vignolle ..... Circulation
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Duane and Jerrie Sparks, Myra Jones, W. Robert Nitske, Henry N. Manney III, Jules Delancey, Tom Wilson, W. R. C. Shedenhelm, Geri Fleming ..... Staff Writers
Jerome Weber ..... Gen. Counsel

Advertising Rates on Request

Mailing Address, P. O. Box 1127, Culver City, Calif.
YEARLY SUBSCRIPTION RATES: Domestic $3 — Foreign $4
Entered as second class matter at Culver City, Calif.
Manuscripts, photos or artwork submitted to MOTORACING should be accompanied by addressed envelope and return postage. The publisher assumes no responsibility for the return of unsolicited manuscripts, photos or artwork.

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NO LETTERS TODAY
During the past 2 weeks we have received some excellent letters, but lack of space in this issue prevents us from publishing them. They will be seen in the next issue of MOTORACING.

Pacific Coast Race Standings

Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday races, with occasional exceptions where lack of sufficient entries, etc. do not warrant it.

Current standings include both Laguna Seca (Nov. 8-9) and Palm Springs (Nov. 1-2). Other 1958 races are Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca (SCCA), Vaca Valley, Minden (SCCA), Seafair, Santa Barbara, Del Mar, Hour Glass, Vaca Valley (Nat'l), Riverside (USAC-CSCC), Minden (CSCC), Palm Springs and Laguna Seca (CSCC).

Two races remain in the 1958 season: Pomona, Nov. 22-23 and Phoenix, Nov. 29-30.

PACIFIC COAST
POINT STANDINGS
complied by
ERIC HAUSER

MODIFIED OVER 2000cc

1.	Richie Ginther, Ferrari	92
2.	John von Neumann, Ferrari	83
3.	Lance Reventlow, Scarab	58
4.	Max Balchowsky, Buick	54
5.	Chuck Daigh, Scarab	35
6.	Jack McAfee, Porsche	33
7.	Bob Oker, Aston-Martin	29
8.	Sam Weiss, Ferrari	28
9.	Dan Gurney, Ferrari	27
10.	C. S. Howard III, Maserati	26

MODIFIED UNDER 2000cc

1.	Jack McAfee, Porsche	133
2.	Ken Miles, Porsche	54
3.	Eldon Beagle, Porsche	41
4.	Joe Playan, Porsche	38
4.	Skip Conklin, Lotus	38
5.	Erv Lehr, Porsche	29
6.	Bob Oker, Maserati	27
7.	C. S. Howard, Por.-Cooper	21
8.	Jack West, Porsche	19
9.	Bob Drake, Cooper	18
10.	Chuck Schroeder, Lotus	15

PRODUCTION OVER 1500cc

1.	Andy Porterfield, Corv.	91
2.	Ron Bucknum, Porsche	67
3.	Bill Love, AC Bristol	48
4.	Lew Spencer, Morgan	47
5.	Fred Grant, Corvette	38
6.	Richie Ginther, Ferrari GT	36
7.	Hugh Harn, Corvette	33
8.	Gordon Crowder, AC Birstol	30
9.	Cloyd Gray, Corvette	27
10.	Bob Bondurant, Corvette	26

PRODUCTION UNDER 1500cc

1.	Don Dickey, Porsche	111
2.	D. D. Michelmore, Porsche	95
3.	Jimmy Moore, Porsche	62
4.	Dick Bellows, Porsche	46
5.	Frank Aldhous, Alfa-Romeo	40
6.	Emil Pardee, Porsche	38
7.	Ray Pickering, MGA	31
8.	Mike Roetner, Alfa-Romeo	30
9.	Willie West, Alfa-Romeo	29
10.	Ed Vincent, Porsche	25

WOMEN'S COMPETITION

1.	Josie McLoughlin, Ferrari	84
2.	Betty Shutes, Porsche	50
3.	Linda Scott, AC Bristol	47
4.	Barbara Windhorst, Morgan	41
5.	Marion Lowe, Lotus	34
6.	Charlotte Duncan, Lotus	29
7.	Prudence Baxter, A-H	14

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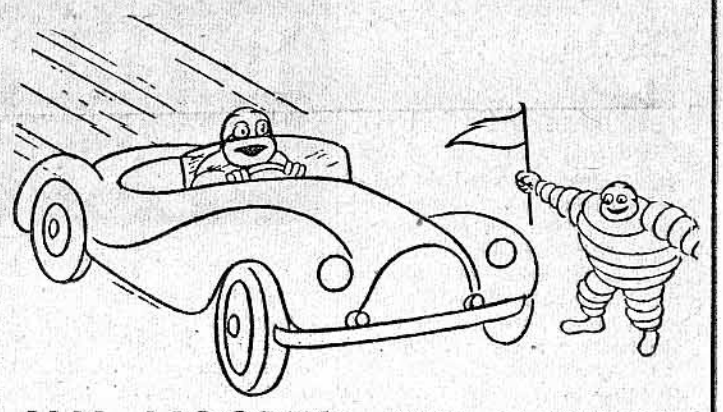

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COMPETITION MOTORS, INC. 1219 Vine Street, Hollywood 38, California

• Vignettes

By Gus V. Vignolle

Boycott of SCCA Worked Perfectly at Palm Springs

(Continued from Page 1)

said was "You can't run that car without a tail." Then he left.

Aerodynamically, it would have been folly to run the Scarab without the tail.

The big tail was bolted back on. Nobody was around to give Lance any kind of permission to return; furthermore, he had not been kicked off by any of the white-suits, but rather by one of his own crew members.

Lance Was Steaming

So LR whips around for 2 laps, a good 5 tours behind the front-running **Chuck Daigh** and **Phil Hill**. Then he gets the black-flag. He comes into the impound area and nobody knows nothin'. The written slip said to hold him in the impound area, but nobody give him a reasonable explanation.

Well, sir, young Lance was steaming now. He hustled over to the start-finish line, where it is up to the starter to OK or nix your going across the course. It was here that **Babe Stapp**, one of the USAC officials, told him he couldn't go across. Lance was determined to get over to find out what the hell the score was from Steward Luige Lesovsky, so he made the mistake of telling Stapp in rather volatile terms what he thought of him. Stapp responded with a hefty haymaker.

In the pits, says Lance, Duane Carter, the USAC prime minister, apologized to Reventlow, who meanwhile told reporters and other freeloading nothing-balls posing as newspapermen that he was willing to forget the whole incident.

It seems that the crux of the deal was that nobody was able to tell him why he was black-flagged, nor what had happened, nor that, prior to the black-flagging, he could not go on the course.

And it is reasonable to assume that the driver's crew, men of years and years of experience in racing, were not about to permit Reventlow to continue racing under conditions that might subject him to being parboiled, barbecued and sauteed under that insufferable Riverside sun.

"Sure, let's forget it," Lance laughed, "but what the hell, man, in other sports the players swing on the umpire. I guess in racing it's the other way around."

The Boycott Worked

It is history by now how well that boycott worked against the SCCA Palm Springs races. I do not question that SCCA got less than it deserved after kiboshing the Riverside drivers and coming up with some of their other stupid rules (they are not stupid in the east, but they are in the west, were there is a Cal Club to contend with).

However, I predict there is hope because I look for the new SCCA regime at Westport to us a modicum of common sense in this pro business.

If you can shaft anyone more than SCCA it is those who boycotted Palm Springs. This only serves to show the power and, more important, the fury of the opposition.

Why, even the owner of a tow truck told me he was told explicitly NOT TO GO TO PALM SPRINGS. He went.

Another driver competed only BECAUSE he was told NOT TO DRIVE.

This next shot I find hard to believe, but a driver told me he was ordered NOT TO RACE, else "you might find it a little tough to pass tech inspection at our next race!"

George Cary is probably aware too, that his "friends" care little about him while they're fuming at SCCA. The only friend that supported him in the exhibition race that was supposed to be packed with name drivers was Carroll Shelby.

And with exception of Max Balchowsky, Bob Windhorst and Bill Love, the other 10 were from the ranks of the struggling Triple-R progroup. A great gesture; they showed up on 24 hours' notice. This race would have been scratched, if they had not come to the rescue.

While on this happy vein, listen to the loving words of a Cal Clubber:

"Well, I think I had a part in fixing the LA Region of SCCA. Palm Springs, of course. And I had a part in fixing the SF Region. We got foot in with Minden and took away Laguna Seca from SCCA. Now, if I could just figure out a way to get those miserable National bums at Westport. Everything will be complete and I could not be happier when this comes about!"

SPECIAL FEATURE

Next issue of MOTORACING will carry a graphic, illustrated story of the recently-completed 1958 Mobilgas Round Australia Rally, one of the world's toughest and most exacting auto trials. It took 19 days to cover the 10,100 miles, with the event won and dominated by Volkswagens. Watch for this feature.

Laguna Seca

(Continued from Cover Page)

lead and for 5 laps was closely followed by Richie Ginther's 3.0 Ferrari Testa Rossa. Then Chuck Daigh took a Scarab into 2nd slot and, acting as a buffer, kept Ginther well in hand while Reventlow took a 2-second lead. They finished the race as if tied to a rope with the distance between cars the same over the entire route.

Reventlow beat Daigh by 1 second before 30,000 fans. He averaged 83.22 mph. Both set a lap record of 1.20.4

Jack McAfee won the small-bore co-feature, running the 18-lap, 34.2-mile race for an averaged speed of 82.20 mph. He was closely followed by Ken Miles in another Porsche RS Spyder who finished less than 2 seconds behind. Charle Howard was a close 3rd in the Pooper R.S. (Class E).

The main event lost spice when Max Balchowsky was forced out in his Buick Special, "Ole Yeller," after a few laps, with a blown piston. Another DNF was Bill Krause, D-Jaguar.

Fred Knoop, Chevy Spl., was the only other driver to finish in the same lap with the leaders. He was 33 seconds behind Ginther.

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Race Summaries

PALM SPRINGS

RACE 1-NOVICE & SEDANS, 5 laps, 12 mls., time 11:2.8, avg. 67.1 mph. 1) Dick Carbajal, Chev. Spl; 2) John Vocodsky, Corvette; 3) Al Jacobson, Corvette Class B, Vocodsky; Cp, Pete Caulkin, 300SL; Cm, Carbajal; E, Harvey Diemer, TR3; F, Patrick Keenan, Porsche GT; H, Martin Smith, Turner; J, Jerry Beem, Berkeley; Sedan, Joe Catron, Volvo.

RACE 2-PROD. UNDER 1600, 5 laps, 12 mls., time 11:57.6, avg. 60.2 mph 1) Richard Bellows, Porsche; 2) Henry Montonen, Porsche; 3) John Miell, Porsche. Class F, Bellows; G, Marty Hosch, Alfa Romeo; H, Bill Louden, AH; J, Dick Hyde, Berkeley.

RACE 3-PROD. OVER 16000, 5 laps, 12 mls., time 10:55.8, avg. 66.8 mph. 1) Fred Grant, Corvette; 2) Lonnie Ardoin, Corvette; 3) John Vocodsky, Carvete. Class B, Grant; C, Geldert Brown, 300SL; D, Jack Rowe, AH; D. D. Michelmore, Porsche GT Carrera.

RACE 4A-WOMEN'S—5 laps, 12 mls. 1) Barbara Windhorst, AH; 2) Sunnie Baker, Porsche Spdstr; 3) Joan Hirsh, Volvo. Class Dp, Windhorst; Fp, Baker, Sedan, Hirsh.

RACE 4B—FORMULA III, 5 laps, 12 mls. 1) Jack Brink, Cooper Norton; 2) Harry Morrow, Cooper Norton; 3) Aldon LeGrand, Echo Renault.

RACE 5-MOD. ALL CLASSES, 5 laps, 12 mls. 1) Jack McAfee, Porsche RS Spyder; 2) Dick Morgensen, Ferrari 250; 3) Jim Connors, 3.5 Ferrari. Class C, Connors; D, Morgensen; E, Moseley Bely, Siota; F, McAfee; G, Chuck Schroeder, Lotus Mk. XI; H, Bill Beck, Little Digger.

NOVEMBER 2, 1958

RACE 3A—WOMEN'S & SEDANS —5 laps, 12 mls., time 11:51.5, avg. 60.75 mph. 1) Betty Shutes, Porsche 550; 2) Barbara Windhorst, AH; 3) Sunnie Baker, Porsche Spdstr. Sedans, Reg Wilson, Volvo; 2) Chamberland, Citroen; 3) Richard Palmer, Volvo.

RACE 3B—FORMULA III, 5 laps, 12 mls. 1) Harry Morrow, Cooper Norton; 2) Jack Brink, Cooper Norton; 3) Aldon LeGrand, Echo Renault.

IN THE NEWS

RRTA PRACTICE

Sam Hanks, 1957 Indianapolis winner, and Ken Miles will be instructors at the novice driver practice session at the Pomona Fairgrounds Sunday, Nov. 30. Seat belts and helmets are required for the Road Race Training Assn. practice.

NEW SHOP OPENS

Joe and Jean Rocha, well known in local sports car circles, have opened a new store, Autosport Accessories, in Whittier. Located on Ocean View Ave., just south of Whittier Blvd., they will stock a complete line of racing and rally equipment.

HAANS' TRAVELS

Vilem and Zaz Haan, owners of the S. M. Blvd. accessory shop, are due back from their air tour of Rome, Venice, Milan and London, where they bought many new racing and rallying accessories for their store.

Yesterday, Reventlow won the 8-lap over 2000 cc modified qualifier after a spectacular race with Ginther and Daigh. The Daigh Scarab also erased Carroll Shelby's track record (1:23) with a lap record of 1:22.

McAfee won the under-2-liter qualifier with the Sugarman RS Spyder, trailed by Miles, 3 seconds behind. Howard took the 3rd.

The 2-day, 18-race program drew 216 cars and 303 drivers.

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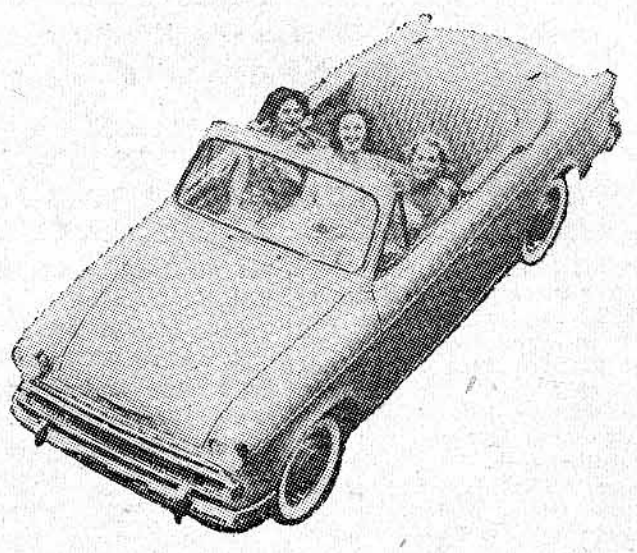

THE NEW lines of the 1959 Hillman Minx range have a fresh distinction with a redesigned radiator grill, improved mechanical features, attractive colors, and new seating as shown by these lovelies in the Hillman convertible.

NEW PORSCHE COMING

Among the elegant and high performing cars of '59, the classic Porsche will introduce its new Convertible D, successor to the popular Porsche Speedster. First model will be on view at the L.A. Int'l. Auto Show.

The new model will be on display at Competition Motors in Hollywood following the auto show, with additional deliveries expected soon at Volkswagen and Porsche dealers all over Southern California.

RUDD'S COLUMN

Bill Rudd's popular new feature, "Maintenance Topics," will be resumed in the next issue of MOTORACING.

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San Francisco Newsletter

• Dear Gus

By TOM WILSON

WESTPORT WHEELS DON'T EVEN DROP AROUND TO S.F.

DEAR GUS:

The simonpure attitude of SCCA National indicates that the wheels of Westport are not keeping up with the times and are only anxious that Joe Blow, the demon TD driver, shall get his chance to run a few laps once a month in a club event. Who will foot the bill for insurance and other miscellaneous items is not their concern.

Since this pro-amateur hassle started, not one National officer has visited the West Coast to inquire, investigate or even be curious about local conditions. They must get all their information from **Motoracing**; we try to keep them up to date on all developments. When the SF Region suggested the solution to its trouble, National officers promptly put them on probation and ruled that all races in this region will be run by National observers. To date, this region has received nothing but edicts and bans that rule: "This is for nothing, now do something." For this they pay $5000 in National dues, plus initiation and sanction fees.

Can't Take Loot

This Region has no plans or any inclination to withdraw from the National organization. Being a non-profit corporation chartered under the laws of Californa, they cannot disband, change their name and take it (the loot) with them. They must donate all their assets to charity to liquidate the outfit. Gus, you and I know of a suitable charity but the local wheels are not that broadminded.

Some of the other racing regions of the SCCA are beginning to show an interest in the West Coast situation. **Karl Kucker**, editor of the New England Region's bulletin, PIT TALK, is featuring a discussion of the pro-amateur problem in his latest issue. They are very much concerned with the threat of professionalism and in a long-long distanct phone call, he assured me that something should be done by National ond soon. Several new tracks have been built in their region and in nearby New York and if there is any dough in this racket, it will not be long before their region, the largest in SCCA, will be having its problems plus the inevitable edicts and mandates.

Up Comes Hugo

A curious development of this hassle has been the sudden appearance of **Hugo P. Rush** onto the scene. He was hired by **Jim Kimberly** to be a sort of liasion man between National and the 80 regions scattered around the country. But for some reason he has never visited the West Coast which includes some of the most active regions in the club. He never had the time; in fact, I can't recall ever having seen any correspondence bearing his signature — except once. That was the edict that put the SF Region on probation.

That indicates a clear case of someone passing the buck. Up until now National correspondence has been very genial and was signed by the various Wheels of Westport but when the heat was on, it was put up to the General to apply it and he did it in true Army style. For $5000, the least those guys could have done was to investigate, sit down and talk it over.

Bargain Prices

As a result of their thoughtful consideration, the Cal Club has moved into this territory and taken over at Laguna Seca, althoug at bargain prices. They also took over the Minden races, also at bargain prices. In fact, many more bargains such as that and the club treasury will be feeling some pain. As far as we are concerned, that is one deal they can have, with thanks. They discounted the Laguna Seca race to get their foot in the door. From now on the heat will be on.

With best regards,
tom wilson

Death Takes Dr. Brigandi

Funeral services for Dr. Karl Brigandi, who died of cancer Nov. 2, were held in Garden Grove Nov. 6. Dr. Brigandi, well known in sports car circles both as a driver and a club official, is survived by his wife, Florence, his daughter, Carmela Martin, and his son, Michael.

In 1956 Dr. Brigandi served on the board of directors of the L. A. Region of the SCCA, was chairman of the Contest Board and course physician. He raced an MG, and later an Abarth in which he planned to install a d. o.c. MG egine. Dr. Brigandi encouraged many other people to race sports cars and was responsible for starting Betty Shutes' racing career.

RACING CHARTS

PALM SPRINGS

SCCA. XV PALM SPRINGS. SUNDAY, NOV. 2, 1958. Course 2.4 Mi. *—Seconds behind leader.

Pos.	*	Driver, Car	Class
1		Michelmore, Por. GT	1E
2	16	Bellows, Por.	1F
3	37	Fouch, AC Bris.	2E
4	52	Keenan, Por. GT	3E
5	57	Clausing, AC Bris.	4E
6	100	Beck, Little Digger	1 Hm
7	100	Montonen, Por.	2F
8	145	Nichel, Por.	3F
9	IL 01	Mikell, Por.	4F
10	IL 05	Catron, MGA	5F
11	IL 55	Elms, MGA	6F
12	IL 90	Louden, A-HS	1H
13	IL 92	Nieland, MGA	7F
14	2L 28	Bythiner, Alf Rom	1 Gm
15	2L 62	Binks, A-H S	2H
16	2L 67	Smith, Turner	3H
17	2L 57	Hooper, A-4s	4H
18	3L 26	Beem, Berk.	1

DISQ. Harvey Diems, TR3. DNF: Bianchi, Berk.; Hosch, Alfa Rom.; Brophy, Cros.; Jones, Cros.

RACE 2-PROD. OVER 2000cc — Time: 33m 16.7s—Laps: 15; Miles: 36 Avg.: 64.8.

Pos.	*	Driver, Car	Class
1	—	Grant, Corv.	1B
2	22	Ardoin, Corv.	2B
3	94	Caulkin, MB 300SL	1C
4	116	Wells, Jag SK120	2C
5	IL02	Vocodsky, Corv.	3B
6	IL141	Rowe, A-H	1D
7	4L82	Brown, MB 300SL	3C

DNF: Danon, Corv.; Hart, A-H; Harn, Corv.; Quick, Jag XK150.

RACE 4—PROF. EXHIBITION — Time: 39m 47s—Laps: 20; Miles: 48 Avg.: 72.4.

Pos.	*	Driver, Car	Class
1	—	Shelby, 5.7 Mas.	
2	22	Balchowsky, Buick Spl.	
3	3L 7	Windhorst, A-H	
4	3L 73	Love, 4.9 Ferr-Corv.	
5	3L 88	Murphy, Linc. Spl.	
6	3L 99	Grassman, Arn. Bris.	
7	4L 22	McClure, Corv.	
8	4L 29	Wardell, A-H	
9	4L 128	Pitts, A-H	
10	5L 145	Shattuck, Berk.	

DNF: Hitchcock, Linc. Spl.; Holmes, Ford Tractor Spl.; Yarter, Corv.; Rood, A-H.

RACE 5—MODIFIED—Time: 41m 25.4s—Laps: 20; Miles: 48—Avg: 69.6.

Pos.	*	Driver, Car	Class
1	—	McAfee, Por. 550	1F
2	3	Morgensen, Fer. 250	1D
3	48	Connors, Fer. 3.5	1C
4	49	Playan, Por. 550	2F
5	IL88	Schroeder, Lotus XI	1G
6	2L19	Hough, Chev. Spl.	2C
7	3L95	Beck. Little Digger	1H

DNF: Drake, A-H; Rogell, T-Bird: Brayer, Jomar Spl.; Tubman, Sebring 2000S; Brock, Cooper Climax; Maselin, Lotus Mk XI; Challman, Lotus MG.

LAGUNA SECA

COURSE—1.9 MILES

Laguna Seca road races, Ford Ord, Calif. CSCC event. New lap record of 1:20.4 set by Lance Reventlow (Chevy-Scarab) and Chuck Daigh (Chevy-Scarab), race 18. *-seconds behind leader.

NOV. 9, 1958

RACE 15-MOD. UNDER 1100cc. 18 laps, 34.2 mi., time 26:51, avg. 76.8 mph. Fastest laps, Skip Conklin & Faber Tunison, 1:27.5.

Pos.	*	Driver, Car	Class Pos.
1		Conklin, Lotus	1G
2	:01	Tunison, Lotus	2G
3	:57	Lowe, Lotus	3C
4	1L:09	M. Lowe, Lotus	4G
5	1L:31	Miller, Lotus	5G
6	1L:45	Gillespie, Elva.	6G
7	1L:51	Monise, Lotus	7G
8	1L:53	Hernandez, Lotus	8G
9	1L:97	Molle, Panhard	1H
10	2L:39	Abbott, Elva	99
11	2L:41	Freutel, Lotus	2H
12	2L:59	King, Crosley	3H
13	2L:99	Brock, Cooper	10G
14	2L:107	Dean, Panhard	11C
15	3L:03	Burgraff, Panhard	4H
16	3L:08	Stewart, Panhard	5H
17	3L:62	Miller, Crosley	6H

DNF: R. Cooke, W. Manzke, G. St. Louis, J. Ross, B. Wood, J. Graves, L. Powell.

RACE 16-MOD. 1100-2000cc. 18 laps, 34.2 mi., time 24:59, avg. 82.2 mph. Fastest lap, Jack McAfee, 1:22.

Pos.	*	Driver, Car	Class Pos.
1		McAfee, Porsche	1E
2	:02	Miles, Porsche	2E
3	:18	Howard, Cooper	3E
4	:87	Lovely, Lotus	1F
5	1L:04	Glyen, Ferrari	4E
6	1L:39	Keck, Porsche	2F
7	1L:53	Lehr, Porsche	3F
8	1L:68	Timanus, Lotus	5E
9	1L:69	Meehan, Cooper	4F
10	2L:52	Methercutt, Ferrari	6E
11	3L:08	Narns, MG Spl.	5F
12	3L:35	Riley, MGA	6F
13	3L:70	Davis, Porsche	7F

DNF: L. Davies, H. Simon, H. Banta, P. Pigott, J. Moran, W. Morlang, F. Becker, F. Geesaman, E. Priest.

RACE 18-MOD. OVER 2000cc. 18 laps, 34.2 mi., time 24:41, avg. 83.22 mph. Fastest laps, Lance Reventlow and Chuck Daigh, 1:20.4 (new lap record).

Pos.	*	Driver, Car	Class Pos.
1		Reventlow, Scarab	1B
2	:01	Daigh, Scarab	2B
3	:07	Ginther, Ferrari	1D
4	:40	Knoop, Huffaker	3B
5	1L:11	Graham, Aston	2D
6	1L:12	Hulette, Jag. Spl.	1C
7	1L:41	Pollack, Lister Corv.	4B
8	1L:46	Armsbee, H. W. M.	2C
9	1L:54	Love, Ferrari Spl.	5B
10	2L:51	Louis, Corvette Spl.	3C

DNF: B. Krause, M. Balchowsky.

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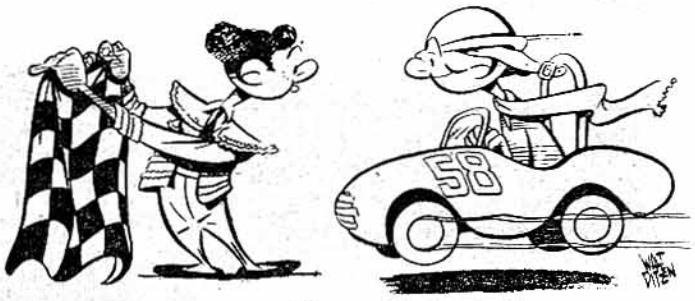

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Various Rally Results

Valley SCC—Fall Rallye—November 1—Allen Turner Rallymaster—42 Cars

Pos.	DRIVER	NAVIGATOR	Nav.	CAR	ERROR
1.	Duane Sparks	Jerrie Sparks	1	T-Bird	2:54
2.	Wayne Brown	Steven Brown	2	Corvette	3.28
3.	Mel DeLoof	Juanita DeLoof	3	Morgan	6:13
			Non-Nav.		
4.	Bob Ballard, Jr.	Bob Ballard, Sr.	1	Morris	8:56
11.	Frank Riddle	Rose Riddle	2	Corvette	11:59
13.	Bill Getz	Shirley Getz	3	VW	12:18

Douglas SCC—Halloween Rally—November 2—Jim Robinson Rallymaster—28 Cars

Pos.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Jan Woodard	Earl Woodard	Rally-masters	Corvette	1:15
2.	Ray Moyer	Marge Moyer	SMFCCA	MG A	1:57
3.	Flo Schumann	Charlie Schumann	SBFCCA	A-H	1:57
8.	Gay Graig	Ed Craig	DSCC	Jaguar	8:54
12.	Al Burggraff	Phil Conner	DSCC	Plymouth	14:12
13.	Tony Mendez	Joe Jean	DSCC	Corvette	14:16

Palomar SCC—Rally of the Stars—Nov. 9—SCCSCC Champ.—Ken Kelling Rallymaster—113 Cars

Pos.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Gordon Madison	Don Black	Northrop	Peugeot	:25
2.	Allan Turner	Faye Turner	POC	Porsche	:32
3.	Doug Linder	Jack Carlson	Northrop	Porsche	:47
4.	Stan Johnson	Marge Tompkins	STL	Alfa	:47
5.	Bob Piercy	Bill Doyle	SMFCCA	Alfa	:48
6.	Bill Rector	George Biondin	Astro	A-H	:49
7.	Ted Sparks	Ann Sparks	Northrop	VW	:59
8.	Dick Coulter	Al Sorensen	RWSCC	MG A	:59
9.	Tom Higgins	Larry Harris	SMFCCA	Alfa	1:00
10.	Ward Brannon	Dick Oliver	Northrop	A-H	1:08
11.	Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	1:08
12.	Karl McCready	Dave Conklin	Northrop	Corvette	1:28
13.	Jack Stevens	Jane Stevens	Astro	Jaguar	1:32
14.	Dunn	Bower	Convair		1:34
15.	Hal Wood	Chris Wood	SWSCC	Porsche	1:37
16.	Hal Guess	Jack Kirkpatrick	Northrop	MG TF	1:39
17.	Jerry Aarons	Dick Anderson	SWSCC	Porsche	1:48
18.	Bill Brandes	Catherine Brandes	SWSCC	190 SL	1:56
19.	Norm Marchment	Jinx Marchment	Northrop	Ford A	2:02
20.	Audrey Miller	Paul Miller	SDSCC	MG TD	2:08
21.	Ron Jones	Mary Lou Jones	SDSCC	Porsche	2:16
22.	Page Eskridge	Bob Bruemmer	LBMG	MG A	2:29
23.	Flo Schumann	Gail Pollock	SBFCCA	A-H	2:31
24.	Walt Glassett	Wally Glassett	POC	Porsche	2:35
25.	William Lester	Hallie Opdyke	Convair	Corvette	2:37

TEAMS—1st; Astro; 2nd, Northrop; 3rd, Northrop.

Phoenix Races End 1958 Season

The last 1958 scheduled race of the current Pacific Coast Championship battle will be the Arizona Region SCCA "Fieste de Carreras," Thanksgiving weekend, November 29th and 30th, with a 9 race program on the re-surfaced 2.5 mile course.

The "Fiesta de Carreras" includes plush desert resort accommodations available at special low rates, a free cocktail party hosted by their sponsor the Phoenic Thunderbirds and a $3.00 a plate Victory Banquet complete with Mexican entertainment.

BMC ARRIVALS

John Beazley, head of Rootes Motors in Beverly Hills, has just returned from England where he placed orders for 9 million dollars worth of British Motor Company automobiles, to be delivered in the next 5 months.

RACE CALENDAR

NOVEMBER

22-23—Pomona road races and 6-hr. Enduro, CSCC. Pomona Fair Grounds.
29-30 — Fiesta de Carreras (road races), SCCA Arizona Reg. 25 mi. NW of Phoenix off Hwy. 60-70-89. HQ: Valley Ho Hotel, Scottsdale.
29—Dec. 8—Bahamas Speed Week, Nassau.
30—Novice drivers' practical session, RRTA. Pomona Fair Grounds. Info H. L. McGraw, Colton, TAlbot 5-3725.

CONCOURS

NOVEMBER

14-22—LA Auto Show, Pan Pac Aud.
19-23—San Francisco Imported Car Show, Brooks Hall.

DECEMBER

7—Grand Prix Concours, 500cc Club of America, Chuck Porter's SC Center, Hollywood.

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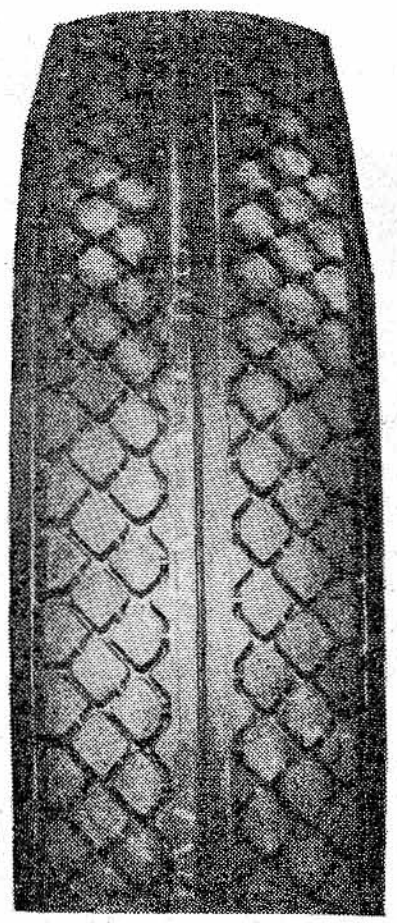

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Rally' Round

With Daune & Jerrie Sparks

Ye editor says space is a critical problem this issue, so brevity is the watchword. Most of what we wanted to say pertained to last week's Rally of The Stars which wound up the SCC SCC rally championship season for 1958, and to the effect its results had on final championship point standings. Since both the rally results and our unofficial point standings are fully displayed in this issue, maybe any comment from us would be superfluous anyhow.

Suffice it to say that the folks of Palomar SCC down Escondido way extended their usual cordial hospitality and gave all contestants a most pleasant weekend. The rally itself was comparatively short, straightforward and devoid of any malicious trickery, but in its own subtle way managed to present insurmountable difficulties to many entrants. As a result there was considerable shuffling in position among the point leaders.

Next week's main event is the Rogue's Rallery offered by the Hughes Club. This was one of the top events last year, and those of us who consider ourselves "overdue" are counting on it for an opportunity to turn in better performances than in the recent past.

Rallies

NOVEMBER

15-16—San Diego SCC Last Frontier Rally. Starts 7 p.m. Sat. 1588 East Main, El Cajon. Overnite stop near Borrego Info 4433 Florida St., San Diego 16

16—Hughes EASCC Rogues Rallery II an SCCSCC open event. 7:30 a.m. Thriftimart at Sherman Way and Corbin Ave., in the Valley. Dash plaques all cars $3 Bob Sweet OR 2-8511

23—AHOC Rally Mit Shishebob. Nav. 9 a.m. Thistle Inn, Glendale and Silver Lake $6.50 includes 2 dinners and dash plaque. Maggie Schwab UN 4-8733

23—SGVFCCA Head's Up Rally 100 mile easy nav. 8:30 a.m. Almansor Park, Alhambra. $2 Brad Van Allen AT 4-2435

30—Santa Monica FCCA Tiger By The Tail—5 hr. nav. 8 a.m. Douglas pkg lot Ocean Park and Bundy, Santa Monica $2 Al Nesbitt CR 6-3336

DECEMBER

6—Lockheed SCC Sleigh Ride V easy nav. 7 p.m. MSD pkg lot, Woodley and Saticoy, Gladys Stoer CH 9-2102.

7—Southwest SCC Don't Give Up Rally, a tough 4½ hr. nav. 8 a.m. Crenshaw and Imperial Shopping area $2 Dick Anderson SY 9-5779 or Hal Wood PL 3-2964.

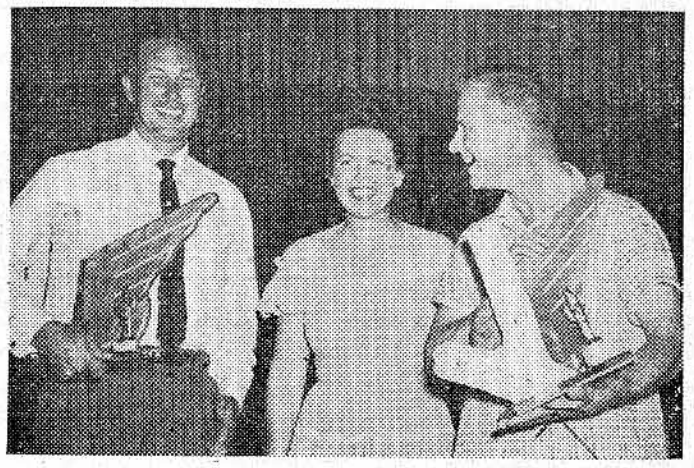
Other Rally News-Page 5

Final Rally Standings

UNOFFICIAL FINAL SCCSCC RALLY CHAMPIONSHIP—1958 SEASON
(BEST SEVEN COUNT)

POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	Total	Best Seven
	DRIVERS													
1.	Tom Higgins	25	23	21	(16)	24	(17)	24	25	20	(18)	(17)	239	162
2.	Bill Rector	20	25	(10)	19	0	12	22	0	25	0	20	153	143
3.	Dick Pieper	17	18	(15)	24	21	0	19	21	22	0	0	157	142
4.	Frank Fleming	22	0	24	25	*	16	15	19	17	0	0	138	138
5.	Jerry Aarons	*	20	22	17	23	0	0	9	16	22	(9)	138	129
6.	Howard Frank	21	2	0	14	25	24	0	0	14	25	0	125	125
7.	Bob Piercy	*	19	23	*	11	25	25	0	0	1	21	125	125
8.	Duane Sparks	13	14	19	11	(10)	23	12	24	0	*	0	126	116
9.	Frank McDonald	*	13	5	13	22	(1)	0	12	13	10	0	89	88
10.	Gordon Madison	19	0	0	0	17	0	*	0	0	23	25	84	84
11.	Ron Jones	15	*	16	0	0	6	0	22	18	0	5	82	82
12.	Chet Anderson	0	16	12	20	12	3	0	17	*	0	0	80	80
13.	Bill Chester	8	0	25	0	3	0	18	0	19	7	0	80	80
14.	Ted Sparks	6	0	0	22	*	*	9	0	23	*	19	79	79
15.	Walt Glassett	11	0	0	9	*	0	21	23	0	9	2	75	75
16.	Barbie Meredith	0	24	0	*	20	9	17	0	*	3	0	73	73
17.	Charlie Cooke	*	*	20	0	8	20	*	10	12	0	0	70	70
18.	Karl McCready	14	21	0	0	0	0	*	15	0	6	14	70	70
19.	Flo Schumann	0	0	7	*	*	18	14	0	21	*	3	63	63
20.	Harold Guess	0	0	9	0	13	0	*	5	23	0	10	60	60
21.	Doug Bailey	*	0	17	23	0	0	4	13	1	*	*	58	58
22.	Don Blunt	0	4	0	0	15	22	0	0	*	16	0	57	57
23.	Page Eskridge	23	0	13	4	0	0	0	0	10	0	4	54	54
24.	Bill Brandes	*	*	*	18	*	11	*	14	*	*	8	51	51
25.	Charlotte Nesbitt	*	0	0	2	0	10	0	0	24	0	15	51	51
	NAVIGATORS													
1.	Doug Deary	25	23	21	16	24	17	24	*	*	*	*	150	150
2.	Charlie Schumann	17	18	(15)	24	21	0	19	21	22	*	0	157	142
3.	Nick Marechal	22	0	24	25	0	16	15	19	17	0	0	138	138
4.	George Blondin	*	25	10	19	0	12	22	0	25	0	20	133	133
5.	Dick Anderson	*	20	22	17	23	0	0	9	16	22	(9)	138	129
6.	Bill Doyle	*	19	23	0	11	25	25	0	0	1	21	125	125
7.	Don Royer	18	0	0	14	25	24	0	0	14	25	0	120	120
8.	Paul Miller	15	*	16	*	0	6	23	22	18	17	(6)	123	117
9.	Jerrie Sparks	13	14	19	11	(10)	23	12	24	0	*	0	126	116
10.	Larry Harris	0	0	0	0	14	19	0	25	20	18	17	113	113
11.	Laura McDonald	*	13	5	13	22	(1)	0	12	13	10	0	89	88
12.	Don Black	19	0	0	0	17	0	*	0	0	23	25	84	84
13.	Ed Smith, Jr.	0	16	12	20	12	3	0	17	*	3	0	83	83
14.	Elizabeth Chester	8	0	25	0	3	0	18	0	19	7	0	80	80
15.	Drisa Cooke	*	*	20	0	8	20	*	10	12	0	0	70	70
16.	Dave Conklin	14	21	0	0	0	0	*	15	0	6	14	70	70
17.	Chuck Meredith	0	24	0	*	20	9	17	0	*	0	0	70	70
18.	Don Morrow	11	*	*	*	*	0	21	23	0	9	*	64	64
19.	Bob McPherson	10	0	*	0	0	21	10	18	0	0	0	59	59
20.	Margaret Wackerle	*	0	17	23	0	0	4	13	1	*	*	58	58
21.	Bob Bruemmer	23	0	13	4	0	0	0	0	10	0	4	54	54
22.	Catherine Brandes	*	*	*	18	*	11	*	14	*	*	8	51	51
23.	Al Nesbitt	*	0	0	2	0	10	0	0	24	0	15	51	51
24.	Ann Sparks	*	0	0	22	*	0	9	0	0	*	14	50	50
25.	Dick Kermode	16	11	14	*	0	0	1	1	6	*	*	49	49

*Did not compete. (1) Great Western; (2) Don Diego; (3) De Wheele Bounce; (4) Sundown; (5) 24 Hour; (6) Over the Hill; (7) Sierra; (8) Ken Farrar; (9) Big Bear; (10) Desert; (11) Rally of the Stars.



DRIVER GORDON MADISON, left, and navigator Don Blark drove their Peugot to victory in last week's finale to the SCCSCC navigational rally season, Palomar SCC's RALLY OF THE STARS. In center is MOTORACING's Jerrie Sparks, who presented the duo 3rd place trophies won on the DESERT RALLY—the October championship event.

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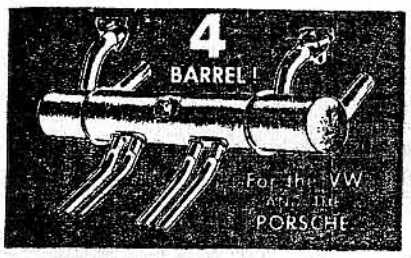

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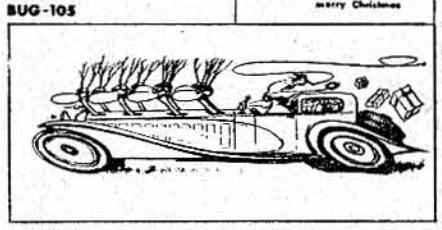

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NASSAU

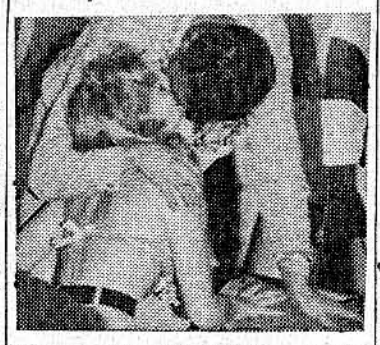
(Continued from Page 1)

racing, are the entry to beat.

Stirling Moss plans to race in Australia, then fly to Nassau, probably to drive Temple Buell's 5.7 Maserati Moss won the big 250-mile Nassau Trophy race last year in a Ferrari.

Some of the world's greatest drivers will compete here, including Ricardo Rodriguez, 16, of Mexico City, who made a big hit in Nassau last year, taking home the Outstanding Performance Trophy and 4 others.

All Eyes Are On McAfee



CAROLYN MITCHELL, pretty blonde queen of the Palm Springs races, pays Jack McAfee with a long smooch for his victory in the main event for big and small modified cars. He drove a Porsche RS. This is what all those guys were gawking at in photo on Page 1. (MOTORACING Photo)

Crowder

(Continued from Page 1)

Wilbur, Salinas; Norman Hearn, Berkeley, and Howard Hatch, Sacramento. They were hurt when Smith spun and rolled entering Turn 7. He ploughed through the snow fence.

Crowder was the major casualty in a program that saw a number of cars flip.

More Nassau Invitations

NASSAU, BAHAMAS, Nov. 12 — Latest invitations for the famous Nassau races during Bahamas Speed Week, Nov. 29 - Dec. 8, are listed below by Capt. Sherman (Red) Crise. The first 50 names have appeared in past issues of MotoRacing. STORP ON PAGE 1.

*51.	Art Speegle	Dallas, Texas	Abarth Fiat	748	H	GT
52.	Duncan Forlong	Tampa, Fla.	AC Bristol	1971	E	GT
*53.	Lloyd Ruby	Houston, Texas	Maserati-Chev.	5600	B	
*54.	Charles Bettmann	Englewood, N. J.	Alfa Romeo	1290	F	GT
*55.	J. E. Rose	Houston, Texas	Maserati	4500	C	
*56.	Richard Toland	Devon, Penna.	DB	850	G	GT
*57.	John Streets	Montreal, Can	Manning-Spec.	4700	C	
58.	Elisha Walker	Pittsburgh, Pa.	Aston Martin	3910	C	GT
59.	J. Edward Hugus	Syosset, N. Y.	Ferrari	2953	D	
60.	Jan de Vroom	Holland	Ferrari	2996	D	
61.	George Waltman	Great Neck, N.Y.	Testa Doro	748	H	GT
62.	Evelyn Mull	Malvern, Pa.	AC Bristol	1971	E	
63.	John Mull	Malvern, Pa.	O.S.C.A.	750	H	
64.	Fran W. Campbell	Hinsdale, Ill.	Porsche	1582	E	
65.	Eddie Crawford	Northfield, Ill.	Maserati	4500	C	
66.	Oliver C. Schmidt	Northfield, Ill.	Mitchell-Spec.	748	H	
67.	Boris Said, Jr.	New York, N.Y.	Sadler-Chevrolet	5344	B	
68.	Roy Heppenstall	Philadelphia, Pa.	D.B.	851	G	GT
69.	Floyd Aaskov	Lexington, Mass.	Lotus	1096	G	
70.	Joakim Bonnier	Sweden	Maserati	2980	D	

*—Invited for first time.

Palm Springs Race

(Continued from Page 1)

on the newly-laid-out 9-turn course. Playan took the lead at the halfway point of the 20-lap race, lost it to Connors on the 18 lap, regained it on the 19th, and was out-accelerated down the final straight to take the checkered flag less than a second behind Connors.

McAfee averaged 69.6 mph.

Races were staged by L. A. Region of SCCA and attracted a small crowd, both days. Had it not been for Triple-R, there would have been no field for the exhibition race with the exception of Shelby, Balchowsky, Windhorst and Love, they were all RRR drivers.

(Summary on Page 3)

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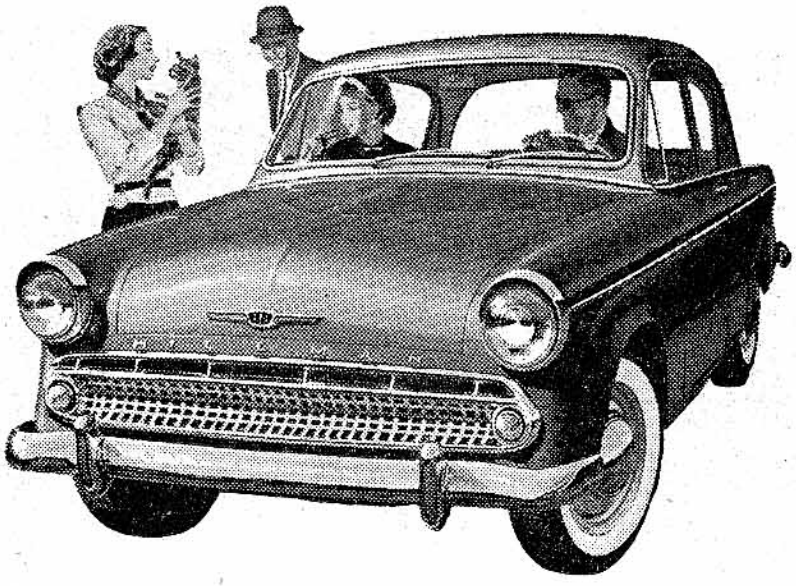
Now, more than ever, the good-looking economy car!



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